

REPORT

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SUPPLEMENT TO REPORT NO. 25X1

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THIS IS UNEVALUATED INFORMATION 25X1

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1. There is no restricted zone in the Zittau area. Railroad lines in existence in this area include the Zittau-Hradek-Reichenberg line and the Zittau-Klein-Schoenau-Reichenau line. The Zittau-Hradek-Reichenberg line is operated single-track and is mostly used by freight trains carrying hard coal and lumber. The line crosses the Neisse River on a railroad viaduct about 15 meters high. The viaduct is guarded by German border police and Polish sentries. The Zittau - Klein-Schoenau - Reichenau line is not in operation throughout its entire length. ~~On the German side of the Neisse River, the track has been completely blocked by a barrier about 200 meters long. On the Polish side of the bridge, the track is also blocked by a barrier about 200 meters long.~~ Schoenau and Reichenau. The railroad bridge over the Neisse River is a stone structure. On the German side, the bridge was blocked by a board fence and barbed wire. A watch tower had been erected on the Polish side of the river. The tower was permanently occupied by Polish guards. ¹
2. All the roads extending from the Zittau area into Czechoslovakia were blocked by timber and barbed wire. The roads are patrolled by border police and sign boards warn the population of the proximity of the border. The road to Hartau was blocked by a barrier on German and on Czech territory. The border crossing was guarded by Czech and German double sentries. ¹
3. Bridges over the Neisse River in the Zittau area include:
 - a. The so-called Krottauer Bridge at the edge of Zittau. The bridge was in order and guarded.
 - b. The so-called Lusatia Bridge leading to Gross-Poritsch. The bridge was also in order.
 - c. The bridge leading to Klein-Schoenau. This bridge was also in order.

All the bridges were blocked by barbed wire entanglements and in some cases also by trip-wire entanglements.

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4. The following railroad bridges in the Zittau area were known to exist:

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- a. Railroad bridge in Zittau in the direction of Reichenberg.
The bridge is a viaduct which has an estimated length of 400 meters and consists of about 30 arches. The viaduct is a single track railroad line which was in operation. The viaduct was guarded by German border police. A wooden ramp built at the beginning of the bridge enabled guards to watch freight cars from above. Most of the freight trains using the line carried coal and timber from Poland. The small number of passenger trains operating on the line carried Czech workers bound for Warnsdorf. The Railroad cars are sealed while crossing German and Polish territory.
- b. Bridge in Zittau in the direction of Klein-Schoenau.
The structure is a combined rail and road bridge. The railroad line crossing the bridge is single track. On the German side of the bridge, the section previously serving vehicular and passenger traffic was blocked by a board fence about 3 meters high and barbed wire. On the German side, the bridge was under the control of German police patrolling the area. Between Klein-Schoenau and Reichenau in Polish occupied territory, the railroad line was in operation. Between Zittau and the German side of the bridge the rails of the line have been dismantled.
- c. Road bridge near Drausendorf.
The bridge is a stone structure which has been reconstructed. It was blocked in the middle by a board fence and barbed wire. The bridge was patrolled by Polish and German border police.
- d. Bridge near Glessmannsdorf.
The village of Glessmannsdorf does not exist but the bridge is in the area were still in operation. The bridge was used as a dam. On the German side, the structure was blocked by a barbed wire entanglement and guarded by German border police.
- e. Bridge near Hirschfelde.
The bridge has two floors at different levels and belongs to the Hirschfelde power station. Traffic on the bridge was controlled by German customs officials and border police and Polish militia.

5. The following railroad and road bridges were known to exist in the Guben area:

25X1

- a. Railroad bridge on the [redacted] line at the edge of Guben.
The line using the bridge [redacted] bridge was guarded by Polish militia and border police.

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- b. Rail bridge on the Guben-Grossen railroad line in the so-called "Koenigspark".
The bridge which probably had one track and rested on concrete piers was in order. The line was used only for freight traffic. All grain imports from Poland and the USSR use this bridge, which was guarded by German border police and Polish militia. ³
- c. Highway bridge over the Neisse River,
This bridge is a reinforced concrete structure with two sidewalks. On the German side, the bridge was blocked by a board fence and guarded by border police. ⁴
- d. All the other road bridges over the Neisse River previously existing in Guben have been destroyed. No other bridge over the Neisse River is in existence between Forst except a small foot bridge about 1 mile from Gross Gastrose. The Guben-Forst highway was rerouted from Griessen onward. The rerouted road crosses the Neisse River. ⁵

1. Comment. The information contained in this paragraph is correct. Traffic conditions in this area have not changed since 1950. 25X1
25X1
2. Comment. This information is correct.
3. Comment. This information is correct. The railroad bridge on the Berlin-Breslau railroad line is not in operation. The ~~entire span~~ of the railroad bridge on the Guben ~~side~~ has been dismantled. 25X1
4. Comment. The reconstruction of this bridge was completed on 1 November 1954. 25X1
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5. Comment. The present report confirms the view that the accelerated reconstruction of bridges over the Oder and Neisse Rivers was exclusively for military reasons. 25X1

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY

East Germany/Poland

DATE DISTR.

10 June 1955

SUBJECT

Traffic Condition and Bridges over the
Neisse River

NO. OF PAGES

PLACE
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DATE OF
INFO.

REPORT NO.

THIS IS UNEVALUATED INFORMATION

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DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE
U. S. C., 50 AND 52, AS AMENDED. ITS TRANSMISSION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

1. There is no restricted zone in the Zittau area. Railroad lines in existence in this area include the Zittau-Hradek-Reichenberg line and the Zittau-Klein-Schoenau-Reichenau line. The Zittau-Hradek-Reichenberg line is operated single-track and is mostly used by freight trains carrying hard coal and lumber. The line crosses the Neisse River on a railroad viaduct about 15 meters high. The viaduct is guarded by German border police and Polish sentries. The Zittau - Klein-Schoenau - Reichenau line is ~~not~~ in operation along its entire length. On the German side of the Neisse River, the track has been dismantled on a stretch about 200 meters long immediately in front of the bridge. Rail motor coaches operate on the Polish side between Schoenau and Reichenau. The railroad bridge over the Neisse River is a stone structure. On the German side, the bridge was blocked by a board fence and barbed wire. A watch tower had been erected on the Polish side of the river. The tower was permanently occupied by Polish guards.
2. All the roads extending from the Zittau area into Czechoslovakia were blocked by timber and barbed wire. The roads are patrolled by border police and sign boards warn the population of the proximity of the border. The road to Hartau was blocked by a barrier on German end on Czech territory. The border crossing was guarded by Czech and German double sentries.
3. Bridges over the Neisse River in the Zittau area include:
 - a. The so-called Krottauer Bridge at the edge of Zittau. The bridge was in order and guarded.
 - b. The so-called Lusatia Bridge leading to Gross-Peritsch. The bridge was also in order.
 - c. The bridge leading to Klein-Schoenau. This bridge was also in order.

All the bridges were blocked by barbed wire entanglements and in some cases also by trip-wire entanglements.

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4. The following railroad bridges in the Zittau area were known to exist:
 - a. Railroad bridge in Zittau in the direction of Reichenberg. The bridge is a viaduct which has an estimated length of 400 to 500 meters and consists of about 30 arches. The viaduct is crossed by a single track railroad line which was in operation. The viaduct was guarded by German border police. A wooden ramp built at the beginning of the bridge enabled guards to watch freight cars from above. Most of the freight trains using the line carried coal and timber from Poland. The small number of passenger trains operating on the line carried Czech workers bound for Karnsdorf. The Railroad cars are sealed while crossing German and Polish territory.
 - b. Bridge in Zittau in the direction of Klein-Schoenus. The structure is a combined rail and road bridge. The railroad line crossing the bridge is single track. On the German side of the bridge, the section previously serving vehicular and passenger traffic was blocked by a board fence about 3 meters high and barbed wire. On the German side, the bridge was under the control of German police patrolling the area. Between Klein-Schoenus and Reichenau in Polish occupied territory, the railroad line was in operation. Between Zittau and the German side of the bridge the rails of the line have been dismantled.
 - c. Road bridge near Drausendorf. The bridge is a stone structure which has been reconstructed. It was blocked in the middle by a board fence and barbed wire. The bridge was patrolled by Polish and German border police.
 - d. Bridge near Glessmannsdorf. The village of Glessmannsdorf does not exist but the mines in the area were still in operation. The bridge was also used as a dam. On the German side, the structure was blocked by a barbed wire entanglement and guarded by German border police.
 - e. Bridge near Hirschfelde. The bridge has two floors at different levels and belongs to the Hirschfelde power station. Traffic on the bridge was controlled by German customs officials and border police and Polish militia. ²
5. The following railroad and road bridges were known to exist in the Guben area:
 - a. Railroad bridge on the Berlin-Breslau railroad line at the edge of Guben. The line using the bridge was single-track. The bridge was guarded by Polish militia and German border police.

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- b. Rail bridge on the Guben-Grossen railroad line in the so-called "Koenigspark".
The bridge which probably had one track and rested on concrete piers was in order. The line was used only for freight traffic. All grain imports from Poland and the USSR use this bridge, which was guarded by German border police and Polish militia. ³
- c. Highway bridge over the Neisse River,
This bridge is a reinforced concrete structure with two sidewalks. On the German side, the bridge was blocked by a board fence and guarded by border police. ⁴
- d. All the other road bridges over the Neisse River previously existing in Guben have been destroyed. No other bridge over the Neisse River is in existence between Guben and Forst except a small foot bridge about 1 meter wide at Gross Gastrose. The Guben-Forst highway has been rerouted from Griessen onward. The rerouted road follows the Neisse River. ⁵

1. ☐ Comment. The information contained in this paragraph is correct. Traffic conditions in this area have not changed since 1950. ☐ 25X1
2. ☐ Comment. This information is correct. 25X1
3. ☐ Comment. This information is correct. The railroad bridge on the Berlin-Breslau railroad line is not in operation. The second track of the railroad bridge on the Guben-Grossen railroad line has been dismantled. 25X1
4. ☐ Comment. The reconstruction of this bridge was completed on 1 November 1954. ☐ 25X1
5. ☐ Comment. The present report confirms the view that the accelerated reconstruction of bridges over the Oder and Neisse Rivers was exclusively for military reasons. 25X1

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